DaimlerChrysler

Claims

1. A force-transmission element (1) for an engine compartment having an engine, which in the event of an impact, the severity of which exceeds a certain limit, is displaced in the engine compartment, the element being incorporated into a force path introduced into an engine compartment by the impact and having at least two different levels, **characterized in that** means are provided, which initiate a transition from one level to a further level according to the position of the engine in the engine compartment.

2. The force-transmission element as claimed in claim 1, **characterized in that** the means initiate the transition when the engine impinges upon a structure defining the engine compartment.

3. The force-transmission element as claimed in claim 1 or 2, **characterized in that** the means initiate the transition when the engine impinges upon an engine compartment rear bulk.

4. The force-transmission element as claimed in any one of claims 1 to 3, **characterized in that** the means initiate the transition pyrotechnically.

5. The force-transmission element as claimed in any one of claims 1 to 3, **characterized in that** the means initiate the transition through material failure.

6. The force-transmission element as claimed in claim 1, **characterized in that** it is arranged in front of the engine in the direction of introduction of the force.

7. The force-transmission element as claimed in any one of claims 1 to 5, **characterized in that** it has two impact plates (2, 3) spaced at an interval from one another.

8. The force-transmission element as claimed in claim 6, **characterized in that** bars (5) are arranged between the impact plates (2, 3).

9. The force-transmission element as claimed in claim 7, **characterized in that** the bars (5) are arranged at a specific angle to the impact plates (2, 3).

10. The force-transmission element as claimed in claim 6, **characterized in that** the impact plates (2, 3) are fitted in mountings (4).

11. The force-transmission element as claimed in claim 7, **characterized in that** one impact plate (3) is of two-part design construction.

12. The force-transmission element as claimed in claim 11, **characterized in that** the two parts (3a, 3b) of the impact plate (3) are detachably connected to one another.

13. The force-transmission element as claimed in claim 12, **characterized in that** the two parts (3a, 3b) of the impact plate (3) are connected to one another by a separating bolt (6).

14. The force-transmission element as claimed in any one of claims 1 to 6, **characterized in that** it has at least two intersecting bars (5').

15. The force-transmission element as claimed in claim 14, **characterized in that** the two bars (5') are pivotally connected to one another.

16. The force-transmission element as claimed in claim 14, **characterized in that** the intersecting bars (5') are connected to one another by a parting bar (6') at one of their outward point ends.

17. The force-transmission element as claimed in claim 15, **characterized in that** the parting bar (6') is of two-part design construction, the two parts being detachably connected to one another.

18. The force-transmission element as claimed in claim 16, **characterized in that** the two parts of the parting bar (6') are connected to one another by a separating bolt.